

Application No. 3

Commission District 10

Community Council 11

APPLICATION SUMMARY

Applicant/Representative:	Pan American Companies, Inc./Juan J. Mayol, Jr., Esq. Holland and Knight, LLP 701 Brickell Avenue, Ste. 3000 Miami, Florida 33131
Location:	Southeast corner of SW 56 Street and SW 127 Avenue
Total Acreage:	±10.0 Gross Acres, ±8.45 Net Acres
Current Land Use Plan Map Designation:	Agriculture
Requested Land Use Plan Map Designation:	Business and Office
Amendment Type:	Small-scale
Existing Zoning/Site Conditions	GU (Interim District)

RECOMMENDATIONS

Staff:	DENY SMALL-SCALE AMENDMENT (August 25, 2012)
West Kendall Community Council (11):	TO BE DETERMINED (September 27, 2012)
Planning Advisory Board (PAB) acting as the Local Planning Agency:	TO BE DETERMINED (October 9, 2012)
Board of County Commissioners:	TO BE DETERMINED (November 7, 2012)
Final Recommendation of PAB acting as Local Planning Agency:	TO BE DETERMINED (February 2013)
Final Action of Board of County Commissioners:	TO BE DETERMINED (March 2013)

Staff recommends **DENY** the proposed small-scale amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2015-2025 Land Use Plan (LUP) map to redesignate the ±10.0 gross-acre application site from “Agriculture” to “Business and Office” based on staff analysis summarized in the “Principal Reasons for Recommendation” below.

Principal Reasons for Recommendation:

1. The application proposes a small-scale Land Use Plan map amendment for a ±10-acre site within the ‘Horse Country’ community that is inconsistent with the “Agriculture” designation of the area and is detrimental to the unique character of community. The Horse Country community is a two square mile area that has historically and intentionally retained its rural character despite its location inside the County’s Urban Development Boundary. The Horse Country area is the only “Agriculture” designated area inside the Urban Development Boundary in order to protect and preserve the area’s rural character in keeping with the recommendations of the Bird Kendall Ranch Area study of 1975 and the West Dade - Ranch Area Study adopted by the Board of County Commissioners in 1981 (see Background on page 3-4). The “Agriculture” land use designation provides for agriculturally and related uses, thereby, plant nurseries, landscape supply companies, and horse riding and boarding academies exist within this unique community. The requested “Business and Office” designation allows the full range of sales and service activities including urban commercial uses such as auto body shops, department stores, and private clubs that are incompatible with agriculture. Urban commercial uses are prohibited in the “Agriculture” designated areas. Approval of the application would set a precedent and be a catalyst for future non-agricultural Land Use Plan map amendments on land in the ‘Horse Country’ community.
2. The application requests a future land use designation change that does not demonstrate proper consideration of the unique character of the Horse Country area as required by CDMP Land Use Element Policy LU-8B and as provided by the Guidelines for Urban Form. Policy LU-8B provides that the distribution of neighborhood and community serving retail uses and personal and professional offices should reflect population distribution in addition to social, economic and physical considerations. The Guidelines for Urban Form consider exceptions “...to conform the density, intensity, use, building, envelope, traffic generation and demand on services and infrastructure of a proposed new use to such contextual elements and the general pattern of use, intensity and infrastructure which exists in an established neighborhood”. Therefore, the impact to the unique character of the Horse Country area and its preservation should be a primary consideration in any land use change within the area.
3. The Applicant inappropriately cites the CDMP Guidelines for Urban Form, specifically the provisions of Guideline No. 4, as a justification for locating urban commercial uses within the rural Horse Country community without giving the required consideration to the unique character of the community. Guideline No. 4 provides that the intersection of section line roads shall serve as focal points of activity or “activity nodes” that shall be occupied by non-residential components of the neighborhood, and when commercial uses are warranted they should be located within such activity nodes. The application site is located on the southeast corner of SW 56 Street/Miller Road and SW 127 Avenue, both of which are section line roads. The property in the northeast corner of the intersection is also within Horse Country, is designated “Agriculture” and contains a single-family home and a plant nursery. The properties in the northwest and southwest corners of the intersection are residentially designated and developed with single and

multifamily residences (see Appendix A: Map Series). Pursuant to the CDMP provisions discussed in Principal Reason No. 2 above, Guideline No. 4 is not applicable given the non-urban character of the Horse Country area. Therefore, the location of commercial uses within the area as proposed in the application is inconsistent with the CDMP.

4. The Applicant cites as a reason for the application, a deficiency of commercial land within Minor Statistical Area (MSA) 6.1, where the application site is located. However, given the unique character of Horse Country, the recommendations of the West Dade - Ranch Area Study to preserve the Horse Country area as adopted by the Board of County Commissioners, and the proximity of existing retail and commercial centers along Kendall Drive and Bird Road, the subject property is not an appropriate location for the requested land use change. The Supply and Demand Analysis conducted for MSA 6.1 indicates that the MSA has 533.4 acres of in use commercial land and 44.3 acres of vacant commercially zoned and designated land. The analysis also identifies an average annual absorption rate for commercial land of 12.38 acres per year. At this rate of absorption the MSA would deplete its vacant commercial land by the year 2016. Redesignation of the application site to "Business and Office" could add ± 10 acres or approximately 9 months to the commercial land supply of the wider MSA. However, the urbanization of land within the rural Horse Country community, as proposed in the application, should not be used to address the commercial land deficiency in the urbanized portion of the MSA.

Notwithstanding the projected depletion of commercial land in MSA 6.1, there is no demonstrated need for neighborhood serving commercial development as proposed in the application that justifies the potential deleterious impacts to the rural character of the Horse Country community. An analysis of the trade area within a 1.5 mile radius of the application site indicates that there are 102.85 acres of existing commercial uses (containing over 491,000 square feet of existing commercial development), providing ample shopping opportunities for the Horse Country community and environs. Existing commercial uses in the 1.5-mile radius area include the Miller Square Shopping Center 1-mile west of the site at the intersection of SW 137 Avenue and SW 56 Street and the T. J. Maxx Plaza at SW 117 Avenue and SW 72 Street. In addition, there are multiple shopping centers along Kendall Drive in the general vicinity of the application site and other shopping opportunities along SW 40 Street/Bird Road including the Westbird shopping Center at SW 117 Avenue. While the MSA is projected to deplete its commercial land in 2016, there is no impending need for additional commercial land in the area that warrants the detrimental impacts to the unique rural character of the Horse Country community, as proposed in the application.

5. The applicant has submitted a Declaration of Restrictions (covenant) prohibiting residential development on the site and limiting the site to 80,000 square feet of development, little over half the 147,232 square feet of development that would be allowed on the site without the covenant. The trade area analysis mentioned above identified that there are 4.24 acres of vacant commercial land within the 1.5-mile radius trade area. Alternative to the proposed development, the vacant 4.24 acres could be developed with a maximum of 73,877 square feet of commercial development adjacent to the Horse Country community with no significant negative impact to the community.

STAFF ANALYSIS

Background

The application site is located in a two-square mile area known as “Horse Country” or the “Ranch Area”, a rural community that has historically and intentionally retained a rural character despite being within the County’s Urban Development Boundary. As such, “Horse Country” has an “Agriculture” land use designation in order to protect and preserve its rural character. This designation provides for agriculturally-related commercial uses and, as such, plant nurseries, landscape supply companies, and horse riding and boarding academies exist within this community. In response to urban development pressures resulting from the growth of the greater West Kendall area, the Horse Country area was addressed in the Bird Kendall Ranch Area study of 1975 and the subsequent West Dade - Ranch Area Study initiated in the late 1970’s and concluded in 1981.

The Bird Kendall Ranch Area Study identified ranch style and large estate as the predominant use in the “Ranch Area” then identified as an approximate 2½ square mile area between the Homestead Extension of the Florida Turnpike (HEFT) and SW 127 Avenue and between SW 40 Street and SW 88 Street/Kendall Drive. The Study identified several existing churches and schools located in the “Ranch Area” and recommended the properties fronting on SW 40 Street be developed with low density residential uses with a maximum density of one unit per acre, the area south of SW 76 Street be developed with institutional uses and low density residential uses. The Study further recommended that the remainder of the “Ranch Area” be developed primarily with agricultural type uses (including the current 2-square mile Horse Country).

The West Dade - Ranch Area Study was a three part study for an approximate 6-square mile area between the HEFT and SW 137 Avenue and between SW 40 Street and SW 88 Street/Kendall Drive, including the approximate 2½ square mile Ranch Area and adjacent areas to the west. This study identified that “Over the years, the majority of the Ranch Area population has opposed rezoning requests that would change the agricultural character of the Ranch Area” (West Dade - Ranch Area Study; 1981 Summary). The study recognized that it encompassed and addressed two distinct subareas, the eastern half which contains the horse ranch and agriculturally oriented Ranch Area, and the western half which was rapidly being developed as a suburban single-family and townhouse community. The study anticipated that the Ranch Area will continue to be used for horse-related activities, nurseries, and agricultural uses and thereby recommended no change to the agricultural land use Ranch Area. The report was adopted by the Board of County Commissioners in 1981. Subsequently the ‘1990 and 2005 Land Use Plan’ adopted with amendments in 1985 and 1987, showed the horse country area between SW 40 Street/Bird Road and SW 72 Street/Sunset Street for agricultural development/uses and between SW 72 and SW 83 Streets for estate density development. This development pattern remains to date and is depicted on each update of the CDMP Adopted Land Use Plan map since 1975. The existing land use and zoning for the Horse Country area are shown on the Horse Country Existing Land Use and Horse Country Zoning Map in Appendix A: Map Series.

Application Site

The application site is a ±10-gross acre property at the southeast corner of SW 127 Avenue and SW 56 Street/ Miller Road in the Horse Country area of Unincorporated Miami-Dade County. The site is comprised of two parcels, a ±1.0-acre parcel and a ±9.0-acre parcel.

Existing Land Use

The ±1.0-acre parcel of the site is currently developed with a single family residence that is in fair condition and the ±9.0-acre parcel is undeveloped and overgrown with shrubs. (There were approximately six horses on the ±9.0-acre parcel during a recent site visit; See Appendix F: Photos of Site and Surroundings.)

Land Use Plan Map Designation

The ±10-acre property is currently designated "Agriculture" on the Land Use Plan (LUP) map of the Comprehensive Development Master Plan (CDMP). The Applicant's request is to change the CDMP land Use Plan map designation of the site to "Business and Office", which would allow a maximum of 147,232 square feet of commercial development on the site.

Declaration of Restrictions

The applicant has proffered a Declaration of Restrictions (covenant) that prohibits residential development on the property and limits the site to a maximum of 80,000 square feet of development, where 147,232 square feet would be allowed without the covenant.

Zoning Designations

The application site is zoned GU (Interim District). Permitted uses for land zoned GU are dependent on the character of the neighborhood otherwise EU-2 standards (Single-family five acre Estate District) shall apply.

Zoning History

Miami-Dade County zoning districts and zoning code regulations were first created in 1938 and zoning records indicate the application site was originally zoned GU and retains that classification to date. However, between 1994 and 2011 Miami-Dade County Code Enforcement Officers have issued nine code violations on the application site, including: "illegally maintaining or depositing junk or trash," "failure to comply with schedule," "allowing a violation to continue," "unauthorized use within a district," "failure to obtain required inspection," "illegally maintaining a Class A temporary sign" and, in 2011, "maintaining a fence or wall sign in a residential district." According to the Clerk of Courts records, one citation "allowing a violation to continue" (Citation No. 1995-151261) remains open.

Adjacent Land Use and Zoning

Existing Land Use

The application site is generally surrounded by landscape nurseries and nursery supply companies including *Florida Landscape Nursery* and *Cimago's Nursery* to the north and northeast, *Lorenzo's Plant Nursery* and the *West Point Academy* (horse boarding, training and sales) to the east and southeast, two single-family homes (with one home also advertised as *Rene's Landscaping*) to the south, and the *Miller Gardens* and *Royale Greens* condominiums to the west and northwest.

Land Use Plan Map Designations

The land area immediately north, east and south of the application site is designated "Agriculture" on the Land Use Plan map. Land to the west is designated "Low-Medium Density Residential (6 to 13 DU/Gross Acre)" and to the immediate northwest is designated "Low Density Residential (2.5 to 6 DU/Gross Acre)."

Zoning Designations

The land area to the north is zoned AU (Agriculture District), to the south and east is zoned GU, to the immediate west is zoned RU-4L (Limited Apartment House District; 23 units net acre) and the land to the northwest is zoned RU-1 (Single-Family Residential District; 7,500 sq.ft. net).

The AU zoning district permits agriculture and residential development at one unit per five acre. The RU-4L designation permits all uses permitted in the RU-1, RU-1M(a), RU-1(b), RU-2, RU-3, RU-TH and RU-RH districts; workforce housing; and multi-family housing subject to conditions. And the RU-1 designation permits single-family housing, workforce housing, municipal recreation facilities and parks, golf courses, and daycare facilities and group homes with certain conditions.

Economic Analysis

The Miami Economic Associates, Inc. (MEAI) submitted a letter dated August 20, 2012 providing a socio-economic analysis in support of the application that the MEAI believes provides justification for the approval of the application (see Appendix E: Applicant's Economic Analysis). The MEAI analysis indicates that there is a deficiency in commercial land in MSA 6.1 and that the application site is appropriate since it will ameliorate such a deficiency while not taking/rezoning residential land for such purposes. Furthermore, the report asserts that there will be an increase in both short-term, construction and long-term employment, as well as increase in property taxes.

Staff reviewed the MEAI analysis and presents the following comments:

- MEAI asserts that MSA 6.1 is one of the most underserved MSA within Miami-Dade County. This is based on an acre per 1,000 populations ratio that is below the total for the County. It should be noted this ratio is only one of the conditions that might indicate a need for more land, but in isolation it does not indicate such a need.
- MEAI points that there are only 53.1 commercially designated land in 6.1, and that depletion of all vacant commercial land will take place by 2015. Updated figures show that there are 44.3 acres of vacant land and that depletion will take place by 2016. Yet MEAI does not address the fact that there are two other vacant parcels in MSA 6.1 that are greater than 8.5 acres where the proposed development could be located. Furthermore, by locating in these parcels, they will not have to go through a CDMP amendment process since they already possess the appropriate zoning.
- The contention by MEAI that the commercially-designated land in 6.1 is poorly distributed, with heavier concentrations along SW 8 Street and Kendall Drive is partly correct. Yet, the distribution of supermarket, pharmacies and banks, the uses most likely to be included in the proposed development, it is found that there are a total of 29 commercial banks as examined, 31 supermarkets and 37 pharmacies in MSA 6.1 (see MSA 6.1 Select Business Analysis map below). Also, within a 1.5 mile radius of the proposed site there are five existing shopping centers ranging in size from 17,488 square feet to 256,801 square feet, for a total of 491,248 square feet* (see table below).

This map illustrates the proposed extension of State Road 836 (SR 836 EXT) from SW 12th St to SW 136th St. The extension is shown as a dashed line. The map includes a north arrow and a scale bar. The area shown is bounded by SW 12th St to the west and SW 136th St to the east. The map also shows the existing SR 836 ramp and the Florida Turnpike Extension. The map includes street names such as SW 12th St, SW 14th St, SW 16th St, SW 18th St, SW 20th St, SW 22nd St, SW 24th St, SW 26th St, SW 28th St, SW 30th St, SW 32nd St, SW 34th St, SW 36th St, SW 38th St, SW 40th St, SW 42nd St, SW 44th St, SW 46th St, SW 48th St, SW 50th St, SW 52nd St, SW 54th St, SW 56th St, SW 58th St, SW 60th St, SW 62nd St, SW 64th St, SW 66th St, SW 68th St, SW 70th St, SW 72nd St, SW 74th St, SW 76th St, SW 78th St, SW 80th St, SW 82nd St, SW 84th St, SW 86th St, SW 88th St, SW 90th St, SW 92nd St, SW 94th St, SW 96th St, SW 98th St, SW 100th St, SW 102nd St, SW 104th St, SW 106th St, SW 108th St, SW 110th St, SW 112th St, SW 114th St, SW 116th St, SW 118th St, SW 120th St, SW 122nd St, SW 124th St, SW 126th St, SW 128th St, SW 130th St, SW 132nd St, SW 134th St, and SW 136th St. The map also shows the existing SR 836 ramp and the Florida Turnpike Extension.

- Commercial Bank (29)
- Supermarket (31)
- Pharmacy (37)



Table 1
Shopping Centers within 1.5 miles
of Application No. 3

	Address	Name	GLA (Sq. Ft.)
1.	12721-12781 Bird Rd.	Birdgate	77,498
2.	12803-12897 SW 42 Ave	Birdside Center	89,461
3.	13343 SW 42 St	Bird Point Plaza	17,488
4.	5600-5825 SW 137 Ave	Miller Plaza	50,000
5.	13890 SW 56 St	Miller Square	256,801
			<hr/> 491,248

Source: Costar.

Prepared by Miami-Dade County, Department of Regulatory and Economic Resources
Research Section, August 2012.

- MEAI proposes that the re-designation of the proposed site to business an office will not take away needed residential land and relieve the pressures to expand the UDB. Nevertheless, updated depletion rates for residential land determine that the County will deplete its countywide supply of residential land by 2026.
- MEAI contends that the majority of the residential parcels in Horse Country are less than five acres and are consequently smaller than the typical parcel used for agriculture. While it is true that the majority of the residential parcels are less than 5 acres, 38 percent of those parcels have an agricultural exemption status from the property appraiser. Therefore, some type of agricultural enterprise is taking place in those parcels.
- It is agreed that the area immediately west of Horse Country is occupied by urban residential uses, but that does not imply a need for commercial development at that specific site. MEAI further asserts that "...under the County's guidelines the two urbanized sections of land west of 137th Avenue would be allowed a total of 80 acres of commercial uses..." This statement confirms the fact that if the area were to be developed now, following the guidelines, that amount would be reserved for commercial uses. The fact is that when the area was developed no such guidelines were applied and it does not mean that a remediation should take place now and much less at the proposed site.
- MEAI also state the fact that there are other non-agricultural uses in Horse Country, specifically along the main roadways. Examples of Churches, schools, and nurseries, are given. Yet nurseries are an agriculturally related business, while religious institutions are allowed in agricultural areas whether inside or outside the UDB. It should be noted, however than most of these uses are in the fringe of Horse Country and not in the interior.
- The issue of fiscal and economic benefits of re-designating the subject property in terms of construction jobs (temporarily) and then those jobs generated by the proposed

development and the increase in property taxes are possible. Nevertheless, there are currently 99 businesses, excluding those located in the parcels occupied by a hospital, in the Horse Country area providing approximately 614 jobs. By allowing encroachment of non-agricultural development, such as that proposed by the applicant, could have the unintended consequence of displacing agricultural related businesses and subsequently a loss of jobs. In addition, the loss of the character and uniqueness of Horse Country will be detrimental to the County as a whole.

- Horse Country is a unique area that differs from other areas inside the UDB. It is unique in character and make-up. Only by going outside of the Urban Development Boundary (UDB) are we to find any similar areas. Staff believes that a commercial development such as the one proposed could be accommodated on other vacant parcels with MSA 6.1 that are currently zoned to accommodate commercial uses.
- If the proposed amendment is approved, it could set the precedent for the additional conversion of agricultural land in Horse Country, for other non-related uses. LU-8B is clear when it states the “distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.”

Supply and Demand

The application site is located within Minor Statistical Area 6.1 (MSA 6.1). In 2012, MSA 6.1 contained 533 acres of in-use commercial uses and an additional 44.3 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2012-2030 period is 12.38 acres per year. At the projected rate of absorption, reflecting the past rate of commercial uses, the study area will deplete its supply of commercially-zoned or designated land in the year 2016 (See Table below). Approval of the application would add ±10 acres or approximately 9 months to the MSA’s commercial land supply.

**Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data
Application 3 Analysis Area**

Analysis Area	Vacant Commercial Land 2012 (Acres)	Commercial Acres in Use 2012	Annual Absorption Rate 2012-2030 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
MSA 6.1					2020	2030
Total	44.3	533.0	12.38	2016	3.0	2.8

Source: Miami-Dade Department of Regulatory and Economic Resources, Planning Research Section, July 2012.

Analysis of the Trade Area

Analysis of the Trade Area, 1.5 miles around the proposed project, shows that there are 102.85 acres in existing commercial uses (containing more than 471,000 square feet of commercial development) and 4.24 acres of vacant commercially zoned or designated land (See table below). Most of the vacant parcels are located to the north along SW 24 Street. (See Trade Area Analysis Map in Appendix A: Map Series.)

Trade Area Analysis			
Application	Trade Area Radius	Vacant Commercial Land (Acres)	Commercial Acres in Use 2010
3	1.5	4.24	102.85

Source: Miami-Dade Department of Regulatory and Economic Resources, Planning Research Section, July 2012.

Environmental Conditions

The following information pertains to the environmental conditions of the application site. All YES entries are further described below:

Flood Protection

County Flood Criteria (NGVD)	+7.5 Feet
Stormwater Management	Surface Water Management General Permit
Drainage Basin	C-2
Federal Flood Zone	AH-8
Hurricane Evacuation Zone	NO

Biological Conditions

Wetlands Permits Required	NO
Native Wetland Communities	NO
Specimen Trees	May Contain
Natural Forest Communities	NO
Endangered Species Habitat	NO

Other Considerations

Within Wellfield Protection Area	YES
Archaeological/Historical Resources	NO
Hazardous Waste	NO

Drainage, Flood Protection and Stormwater Management

This proposed amendment has been reviewed to ensure that resulting development can comply with the County's Stormwater Management (Drainage) Level of Service Standards (LOS). Stormwater management standards include a flood protection component and a water quality component. The County's water quality standard helps protect water quality by minimizing the pollutants carried offsite in rainwater. This standard requires all stormwater to be retained on-site utilizing a properly designed seepage or infiltration drainage system for a 5-year storm/1-day storm event; these systems are designed to filter the most harmful pollutants from rainwater draining from the site (CDMP Policy CON-5A).

The proposed use will require a Surface Water Management General Permit (SWMGP) from the Water Control Section of Environmental Resources Management (ERM) for the construction

and operation of the required surface water management system. The flood protection standard helps to ensure that proposed development does not cause flooding on adjacent properties and roads. This standard requires that site grading and development accommodates full on-site retention of rainwater from the 25-year/3-day storm event.

If this application is approved, the proposed project could change the total impervious area of the 10-acre site from 0.01% to 75.5% (Impervious cover is any type of development or construction, such as the footprint of a building or a parking lot, which does not allow rainfall to naturally be absorbed into the soil and ultimately, the aquifer below the surface). Consequently, the runoff volume and peak flow will increase. The additional runoff should remain within the proposed development by using adequate flood management techniques such as cut/fill criteria, hybrid drainage systems with retention ponds, among others.

Specimen Trees

The application site may contain specimen-sized trees (trunk diameter 18 inches or greater). Section 24-49 of the Miami-Dade County Code provides for the preservation and protection of tree resources; therefore, the applicant is required to obtain a Miami-Dade County Tree Removal Permit prior to the removal or relocation of any identified specimen-sized trees.

Wellfield Protection

The subject application is located within the West Wellfield Interim protection area and is therefore subject to stringent wellfield protection measures that restrict development and regulates land uses within the wellfield protection area. Furthermore, the property owner entered into a land use restrictive covenant in favor of Miami-Dade County that provides that hazardous materials and hazardous waste shall not be used, generated, handles, disposed of, discharged or stored on that portion of the property located within the West Wellfield Interim protection area. The property owner will be required to maintain the same covenant.

In addition, demolition, removal and/or renovation of any existing structure(s) and/or underground utilities, resulting from the implementation of any of the changes proposed for this site, will require an asbestos survey from a Florida-licensed consultant prior to any construction activities. The application must contact PERA for further information as to the County's required asbestos review process and associated federal and state regulatory criteria.

Water and Sewer

Water Supply

The application site is located in the Unincorporated Miami-Dade County Water Service area. The water supply will be provided by the Alexander-Orr Water Treatment plant. At this time, there are no programmed or planned improvements/projects adjacent to and/or in close proximity to the application site. At the present time there is adequate treatment and water supply capacity for this application. A Water Supply Certification will be required for this project at the time of development to determine water supply availability. At the time of development, the project will be evaluated for water supply availability and a water supply reservation will be made.

Potable Water

Potable water service is provided by an existing 16-inch water main abutting the property along SW 127 Avenue which the applicant may connect and extend a new 12-inch water main to the property. Any public water main extension within the property shall be 12-inches minimum

diameter. If two or more fire hydrants are to be connected to a public water main extension within the property, the water system shall be looped with two points of connection.

Based on the below table, the maximum water demand for the Current Development Potential is estimated at 640 GPD. Under the Proposed Development Potential, the maximum water demand is estimated at 8,000 GPD. This represents an increase of 7,360 GPD above what would be estimated under its current designation. A Water Supply Certification Letter will be required at the time of development, of which the proposed project will be evaluated for water supply availability and a water supply reservation will be made.

Estimated Water Demand by Land Use Scenario				
Development Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
<u>Current Development Potential</u>				
Agriculture	Residential	2 D.U.'s	320 gpd	640
<u>Proposed Development Potential</u>				
Business & Office*	Commercial	80, 000 sq.ft.	10 gpd/100 sq.ft.	8,000
Business & Office**	Commercial	147, 232 sq.ft.	10 gpd/100 sq.ft.	14,723
Business & Office***	Residential	130 Single Family Attached D.U.'s	180 gpd	23,400

* The applicant has proffered a Declaration of Restrictions limiting development of the property to 80,000 square feet of retail development and prohibits residential development.

** The application site, without a Declaration of Restrictions, could potentially be developed with a maximum of 147,232 square feet of retail development.

*** The Applicant's proffered a Declaration of Restrictions prohibits residential development on the site.

Wastewater Facilities

The wastewater flows for this application would be transmitted to the South District Wastewater Treatment Plant (SDWWTP) for treatment and disposal. The nearest point of connection to the sanitary sewer is an 8-inch sanitary gravity sewer line located at SW 56 Street, west of SW 127 Avenue, from which the developer may connect and install a new 8-inch gravity sewer line heading easterly on SW 56 Street to appoint as required to provide sewer services to the application site. Any proposed sanitary sewer extension shall be 8-inch minimum. At the present time there is average wastewater treatment capacity for the application site; however, a capacity modeling evaluation may be required at the time of development. There are no programmed or planned improvements/projects adjacent to and/or in close proximity to this application site.

Solid Waste

The Miami-Dade County Public Works and Waste Management Department (PWWM) Solid Waste Functions oversees the proper collection and disposal of solid waste generated in the County through direct operations, contractual arrangements, and regulations. In addition, the Department directs the Countywide effort to comply with State regulations concerning recycling,

household chemical waste management and the closure and maintenance of solid waste sites no longer in use.

The application site is located inside the PWWM Waste Collection Service Area (WCSA), which consists of all residents of the Unincorporated Municipal Service Area (UMSA) and nine municipalities.

Level of Service Standard

CDMP Policy SW-2A establishes the adopted Level of Service (LOS) standard for the County's Solid Waste Management System. This CDMP policy requires the County to maintain sufficient solid waste disposal capacity to accommodate waste flows committed to the System through long-term interlocal contracts or agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows for a period of five years. The PWWM assesses the solid waste capacity on system-wide basis since it is not practical or necessary to make determination concerning the adequacy of solid waste disposal capacity relative to individual applications. As of FY 2011/2012, the PWWM is in compliance with the adopted LOS standard.

Application Impacts

Application No. 3 is requesting the re-designation of approximately 10.0 gross acres from "Agriculture" to "Business and Office" on the Adopted 2015 and 2025 LUP map. The designation to Business and Office will likely be considered a commercial development. The PWWM does not actively compete for commercial waste collection at this time, waste collection services may be provided by a private waste hauler. The PWWM determined that the requested amendment will have no impact or any associated costs to the County. The PWWM has no objections to the proposed amendment.

Parks

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 2 (PBD-2), which encompasses the area of the County south of SW 8 Street and AIA/MacArthur Causeway and north of SW 184 Street.

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-2 has a surplus capacity of 494.95 acres of parkland, when measured by the County's concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

The "County Local Parks" table below lists all the parks within a 3-mile radius of the application site; six parks (A.D. Barnes, Tropical, Coral Estates, Brothers to the Rescue, Rockway and Blue Lakes) are larger than the required five acres (or larger) park. The nearest local park to the application site is Brothers to the Rescue Memorial Park, which is located approximately 0.34 miles from the application site.

**County Local Parks
Within a 3-Mile Radius of Application Site**

Park Name	Acreage	Classification
West Kendale Lakes Park	5.03	Neighborhood Park
Westwind Lakes SP TX Dist TR GPI 1	5.12	Neighborhood Park
Westwind Lakes SP TX Dist TR FP 2	2.7	Neighborhood Park
Westwind Lakes SP TX Dist TR G	5.04	Neighborhood Park
Tamiami Park	244.82	District Park
Kendale Lakes SP Tax Dist Lot 38	0.44	Mini-Park
Kendale Lakes SP Tax Dist Lot 1	0.57	Mini-Park
Kendale Lakes SP Tax Dist Lot A3a	0.46	Mini-Park
Westwind Lakes SP Tax Dist TR A	9.2	Neighborhood Park
Concord Park	8.86	Neighborhood Park
Calusa Club Estates Park	6.99	Neighborhood Park
Kings Meadow Park	5.44	Neighborhood Park
Westwood Park	4.33	Community Park
Tropical Estates Park	9.08	Community Park
Miller Drive Park	3.93	Community Park
Kendall Indian Hammocks Park	128.01	Community Park
Snapper Creek Park	5.62	Neighborhood Park
Tamiami Lakes Park	4.82	Neighborhood Park
International Gardens Park	5.26	Neighborhood Park
Bent Tree Park	5.68	Neighborhood Park
Bird Lakes Park	8.86	Community Park
Royale Green Park	3.38	Neighborhood Park
Millers Pond Park	12.85	Community Park
McMillan Park	20.83	Single Purpose Park
Westwind Lakes Park	20.75	Community Park
Kendale Lakes Park	15.53	Community Park
Kendale Park	3.86	Neighborhood Park
Devon Aire Park	12.43	Community Park
Kendall Green Park	25.89	Neighborhood Park
Kendall Soccer Park	43.14	Single Purpose Park
Southern Estates Park	13.00	Neighborhood Park

Source: Miami-Dade County Parks, Recreation and Open Space Department, July 2012.

Application Impacts

The maximum residential development of the site under the existing CDMP land use designation has a potential population of 7 persons, resulting in an impact of 0.02 acres based on the adopted minimum LOS standard for local recreational open space. The proposed change, without the proffered covenant limiting the site to no residential units, would result in a potential population of 394, or an increase of 387 persons, resulting in an impact of an

additional 1.06 acres of local parkland. This impact would be mitigated against the existing 494.95 acres of surplus parkland capacity in PBD-2.

Fire and Rescue Services

The application site is currently served by Miami-Dade County Fire Rescue Station No. 9 (Tropical Park), located at 7777 SW 117 Avenue. This station is equipped with an Aerial and a Rescue unit, and is staffed with seven (7) firefighter/paramedics 24 hours a day, seven days a week.

The Miami-Dade County Fire Rescue Department (MDFR) has indicated that the average travel time to incidents in the vicinity of the application site is approximately 6 minutes and 23 seconds. Performance objectives of national industry standards require the assembly of 15-17 firefighters on-scene within 8-minutes at 90% of all incidents. Travel time to incidents in the vicinity of the application site complies with the performance objective of national industry standards.

Level of Service Standard for Minimum Fire Flow and Application Impacts

CDMP Policy WS-2A establishes the County's minimum Level of Service standard for potable water. This CDMP policy requires the County to deliver water at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi, unless otherwise approved by the Miami-Dade Fire Rescue Department. A minimum fire flow of 3,000 gallons per minute (gpm) is required for business and industrial uses.

The current CDMP land use designation of "Agriculture" will allow a potential development on the application site that is anticipated to generate approximately 2 annual alarms. The proposed CDMP land use designation of "Business and Office" will allow a potential development that is anticipated to generate 44 annual alarms which will result in a moderate impact to existing fire rescue services. Presently, fire and rescue service in the vicinity of the application site is adequate. The MDFR has no plans for new fire rescue stations in the vicinity of the application site.

The required fire flow for the proposed CDMP land use designation of "Business and Office" shall be 3,000 gallons per minute (GPM). Fire hydrants shall be spaced a minimum of 300 feet from each other and shall deliver not less than 1,000 GPM. Presently, there are no fire flow deficiencies in the vicinity of the application site.

Aviation

Miami-Dade County Aviation Department (MDAD) reviewed the proposed CDMP amendment and determined that the proposal is compatible with airport operations provided that the development complies with MDAD's Airport zoning, Chapter 33 of the Code of Miami-Dade County.

Public Schools

The applicant has proffered a covenant that would prohibit residential development on the application site should the application be approved with acceptance of the covenant. Therefore, Miami-Dade County Public Schools would not be impacted by the application as proposed.

Roadways

Application No. 3 is a 10.0 gross acre (8.45 net acre) site located at the southeast corner of SW 56 Street/Miller Drive and SW 127 Avenue in unincorporated Miami-Dade County. Access to the application site is by SW 56 Street and by SW 127 Avenue, both four lane divided roadways designated in the CDMP as major roadways (three or more lanes) and also section line roadways. Major east-west arterials within the vicinity of the application site include SW 24/26 Street/Coral Way, SW 40/42 Street/Bird Road, SW 56 Street/Miller Drive, SW 72 Street/Sunset Drive, and SW 88 Street/Kendall Drive. Major north-south arterials and expressways include SW 147 Avenue, SW 137 Avenue, SW 127 Avenue, SW 122 Avenue, SW 117 Avenue, and the Homestead Extension of the Florida Turnpike (HEFT).

SW 56 Street/Miller Drive provides access to SW 137 Avenue, a major north-south roadway that connects with SW 8 Street/Tamiami Trail and with SR 836/Dolphin Expressway. SW 8 Street/Tamiami Trail and SW 88 Street/Kendall Drive provide connectivity to SR 826/Palmetto Expressway, the HEFT and SW 177 Avenue/Krome Avenue. SW 127 Avenue provides access to SW 40 Street/Bird Road and to SW 88 Street/Kendall Drive, both of which provide connectivity to both the HEFT and SR 826/Palmetto Expressway. SW 40 Street/Bird Road also provides connectivity to the SR-821/HEFT and SR 826/Palmetto Expressway.

The Miami-Dade County Department of Regulatory and Economic Resources in cooperation with the Department of Public Works and Waste Management (PWWM) and the Metropolitan Planning Organization (MPO) performed a short-term (Concurrency) and a long-term (Year 2035) traffic impact analyses to assess the impact that the application would have on the adjacent roadways and the surrounding roadway network.

A study area (area of influence) was selected to determine the application's traffic impact on the roadway network within the study area, which is bound on the north by SW 8 Street/Tamiami Trail, on the east by SW 97 Avenue, on the south by SW 104 Street, and on the west by SW 157 Avenue.

Traffic conditions are evaluated by the level of service (LOS), which is represented by one of the letters "A" through "F", with A generally representing the most favorable driving conditions and F representing the least favorable.

Existing Conditions

Existing traffic conditions on major roadways adjacent to the application site and within the study area which are currently monitored by the County and the State, are acceptable. The "Existing Traffic Conditions Roadway Lanes and Peak Period Level of Service (LOS)" table below shows the current operating conditions of the roadways currently monitored within the study area. The roadway segment on SW 24/26 Street/Coral Way, between SW 147 Avenue to SW 137 Avenue is operating at LOS E+22%, in excess of its adopted E+20% LOS standard. Roadway segments along SW 8 Street, SW 40/42 Street/Bird Road, SW 88 Street/Kendall Drive, SW 147 Avenue, SW 137 Avenue, SW 127 Avenue, SW 117 Avenue and SW 97 Avenue are operating at their adopted LOS standards.

Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 8 Street	SW 177 Avenue to SW 147 Avenue	4 DV	C	B (2011)
	SW 147 Avenue to SW 137 Avenue	6 DV	D	D (2011)
	SW 137 Avenue to SW 127 Avenue	6 DV	D	D (2011)
	SW 127 Avenue to HEFT	6 DV	E	D (2011)
	HEFT to SW 107 Avenue	6 DV	E+20%	D (2011)
	SW 107 Avenue to SW 87 Avenue	8 DV	E+20%	B (2011)
SW 24/26 Street/Coral Way	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	E+22% (2011)
	SW 137 Avenue to SW 127 Avenue	4 DV	E+20%	D (2011)
	SW 127 Avenue to SW 117 Avenue	4 DV	E+20%	E+4% (2011)
	SW 117 Avenue to SW 107 Avenue	4 DV	E+20%	D (2011)
	SW 107 Avenue to SW 97 Avenue	4 DV	E+20%	B (2011)
SW 40/42 Street/Bird Road	SW 157 Avenue to SW 147 Avenue	4 DV	D	B (2011)
	SW 147 Avenue to SW 137 Avenue	4 DV	D	D (2011)
	SW 137 Avenue to SW 127 Avenue	4 DV	D	C (2011)
	SW 127 Avenue to HEFT	4 DV	E	C (2011)
	HEFT to SW 107 Avenue	6 DV	E	C (2011)
	SW 107 Avenue to SW 97 Avenue	6 DV	E	C (2011)
SW 56 Street/Miller Drive	SW 152 Avenue to SW 147 Avenue	4 DV	E+20%	B (2011)
	SW 147 Avenue to SW 137 Avenue	4 DV	D	C (2011)
	SW 137 Avenue to SW 127 Avenue	4 DV	D	A (2011)
	SW 127 Avenue to SW 117 Avenue	4 DV	D	C (2011)
	SW 117 Avenue to SW 107 Avenue	4 DV	D	B (2011)
	SW 107 Avenue to SW 97 Avenue	4 DV	D	C (2011)
SW 72 Street/Sunset Drive	SW 152 Avenue to SW 147 Avenue	4 DV	E+20%	C (2011)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	C (2011)
	SW 137 Avenue to SW 127 Avenue	4 DV	E+20%	D (2011)
	SW 127 Avenue to SW 117 Avenue	4 DV	E+20%	D (2011)
	SW 117 Avenue to SW 107 Avenue	4 DV	E+20%	D (2011)
	SW 107 Avenue to SW 87 Avenue	4 DV	E+20%	D (2011)
SW 88 Street/Kendall Drive	SW 167 Avenue to SW 152 Avenue	6 DV	E+20%	C (2011)
	SW 152 Avenue to SW 147 Avenue	6 DV	E+20%	C (2011)
	SW 147 Avenue to SW 137 Avenue	6 DV	E+20%	D (2011)
	SW 127 Avenue to SW 117 Avenue	8 DV	E+20%	D (2011)
	SW 117 Avenue to SW 107 Avenue	6 DV	E+20%	B (2011)
	SW 107 Avenue to SW 97 Avenue	6 DV	E+20%	D (2011)
SW 104 Street	SW 157 Avenue to SW 147 Avenue	4 DV	E+20%	C (2011)
	SW 147 Avenue to SW 137 Avenue	4 DV	E+20%	D (2011)
	SW 137 Avenue to SW 127 Avenue	6 DV	E+20%	E (2011)
	SW 127 Avenue to SW 117 Avenue	6 DV	E+20%	D (2011)
	SW 117 Avenue to SW 107 Avenue	6 DV	E+20%	E (2011)
	SW 107 Avenue to SW 97 Avenue	4 DV	D	B (2011)
SW 157 Avenue	SW 72 Street to SW 88 Street	4 DV	E+20%	C (2011)
	SW 88 Street to SW 112 Street	4 DV	D	C (2011)
SW 147 Avenue	SW 42 Street to SW 56 Street	4 DV	D	C (2011)
	SW 56 Street to SW 72 Street	4 DV	D	C (2011)
	SW 72 Street to SW 88 Street	4 DV	D	D (2011)
	SW 88 Street to SW 104 Street	4 DV	D	D (2011)
SW 137 Avenue	SW 8 Street to SW 26 Street	4 DV	D	D (2011)
	SW 26 Street to SW 42 Street	6 DV	D	C (2011)

Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
	SW 42 Street to SW 56 Street	6 DV	D	D (2011)
	SW 56 Street to SW 72 Street	4 DV	D	D (2011)
	SW 72 Street to SW 88 Street	4 DV	D	D (2011)
	SW 88 Street to SW 104 Street	6 DV	E	B (2011)
SW 127 Avenue	SW 8 Street to SW 26 Street	4 DV	D	D (2011)
	SW 26 Street to SW 42 Street	2 UD	D	D (2011)
	SW 42 Street to SW 56 Street	4 DV	D	D (2011)
	SW 56 Street to SW 72 Street	4 DV	D	C (2011)
	SW 72 Street to SW 88 Street	4 DV	D	D (2011)
	SW 88 Street to SW 104 Street	4 DV	D	D (2011)
HEFT	SW 8 Street to SW 40 Street	6 LA	D	B (2011)
	SW 40 Street to SW 88 Street	6 LA	D	B (2011)
	SW 88 Street to SR 874	6 LA	D	B (2011)
SW 117 Avenue	SW 8 Street to SW 24 Street	2 DV	D	C (2011)
	SW 40 Street to SW 72 Street	4 DV	D	C (2011)
	SW 72 Street to SW 88 Street	4 DV	D	D (2011)
	SW 88 Street to SW 104 Street	4 DV	D	C (2011)
SW 107 Avenue	SW 8 Street to SW 24 Street	6 DV	E	D (2011)
	SW 24 Street to SW 40 Street	4 DV	E	C (2011)
	SW 40 Street to SW 56 Street	4 DV	E	B (2011)
	SW 56 Street to SW 72 Street	4 DV	E	C (2011)
	SW 72 Street to SW 88 Street	4 DV	E	D (2011)
	SW 88 Street to SW 104 Street	4 DV	D	C (2011)
SW 97 Avenue	SW 8 Street to SW 24 Street	2 DV	D	D (2011)
	SW 24 Street to SW 40 Street	2 DV	D	D (2011)
	SW 40 Street to SW 56 Street	2 DV	D	C (2011)
	SW 56 Street to SW 72 Street	2 DV	D	C (2011)
	SW 88 Street to SW 112 Street	2 UD	D	D (2011)
SR 874/Don Shula Expressway	SR 878 to SW 112 Street	8 LA	E+20%	C (2011)

Source: Miami-Dade County Department of Regulatory and Economic Resources, Miami-Dade County Public Works and Waste Management Department, and Florida Department of Transportation, July 2012.

Notes: () identifies the year traffic count was taken or the LOS traffic analysis revised.

DV= Divided Roadway; UD= Undivided Roadway; LA= Limited Access;

LOS Std. = the adopted minimum acceptable peak period Level of Service standard for all State and County roadways; E+20% means 120% of roadway capacity (LOS E).

Trip Generation

Three potential development scenarios were analyzed for traffic impacts under the requested CDMP land use designation of "Business and Office." Scenario 1 assumes the application site developed with a 147,232 sq. ft. shopping center—the maximum potential commercial development that could occur under the requested land use designation. Scenario 2 assumes the application site developed with 130 single-family attached dwelling units—the maximum residential development that could occur under the requested land use designation. Scenario 3 assumes the application site developed with 80,000 sq. ft. of retail space and no residential development as proposed in the Declaration of Restrictions proffered by the applicant. The application site could be developed with two single-family detached dwelling units under the current CDMP land use designation of "Agriculture".

Scenario 1 is estimated to generate approximately 533 more PM peak trips than the potential development that could occur under the current CDMP land use designation; Scenario 2 is estimated to generate approximately 72 more PM peak trips; and Scenario 3 is estimated to generate approximately 317 more PM peak trips than the potential development that could occur under the current CDMP land use designation. See “Estimated Peak Hour Trip Generation by Current and Requested CDMP Land Use Designations” table below.

**Estimated Peak Hour Trip Generation
By Current and Requested CDMP Land Use Designations**

Application Number	Current CDMP Designation and Assumed Use/ Estimated No. Of Trips	Requested CDMP Designation and Assumed Use / Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
Scenario 1	“Agriculture” 2 single-family detached ¹ / 3	“Business and Office” 147,232 sq. ft. shopping center ² / 536	+ 533
Scenario 2	“Agriculture” 2 single-family detached ¹ / 3	“Business and Office” 130 dwelling units (single-family attached) ³ / 75	+ 72
Scenario 3	“Agriculture” 2 single-family detached ¹ / 3	“Business and Office” 80,000 sq feet ⁴ / (147,232 maximum potential) 320	+ 317

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Department of Regulatory and Economic Resources and Miami-Dade County Public Works and Waste Management Department, July 2012.

Notes ¹ Application site assumed to be developed with 2 single-family detached dwelling units under the current CDMP land use designation.

² Application site assumed to be developed with 147,232 square feet of retail space under the proposed CDMP land use designation.

³ Application site assumed to be developed with 130 single-family attached dwelling units under the requested CDMP land use designation.

⁴ Application site assumed to be developed with 80,000 square feet of retail space with no residential development under the requested CDMP designation as proposed in the applicant's proffered declaration of restrictions

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions as of June 13, 2012 (utilizing 2011 traffic counts), which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County's adopted 2013 *Transportation Improvement Program* (TIP), and the application's traffic impacts, does not project any substantial changes in the concurrency LOS of the roadways analyzed. All roadways adjacent to and in the vicinity of the application site analyzed are projected to operate with the application's impacts at acceptable LOS standards. See the “Traffic Impact Analysis on Roadways Serving the Amendment Site” table below.

Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Scenario 1 "Business and Office" (147,232 sq. ft. retail shopping center)												
9776	SW 127 Avenue	SW 42 Street to SW 56 Street	4 DV	D	2500	1309	D	0	D	14	1323	D
9778	SW 127 Avenue	SW 56 Street to SW 72 Street	4 DV	D	2520	1526	C	0	C	15	1541	C
9780	SW 127 Avenue	SW 72 Street to SW 88 Street	4 DV	D	2450	1537	D	0	D	45	1582	D
9106	SW 40/42 Street	SW 127 Avenue to HEFT	4 DV	E	4570	3627	C	6	C	92	3725	C
9272	SW 56 Street	SW 137 Avenue to SW 127 Ave.	4 DV	D	5080	2391	A	0	A	124	2515	A
9270	SW 56 Street	SW 127 Avenue to SW 117 Ave.	4 DV	D	3280	2495	C	2	C	82	2579	C
9659	SW 72 Street	SW 127 Avenue to SW 117 Ave.	4 DV	E+20%	4260	2612	D	0	D	75	2687	D
9660	SW 72 Street	SW 137 Avenue to SW 127 Ave.	4 DV	E+20%	3696	2241	D	1	D	44	2286	D
9746	SW 117 Avenue	SW 72 Street to SW 88 Street	4 DV	D	3200	2600	D	53	D	45	2698	D
Scenario 2: "Business and Office" (130 single-family attached dwelling units)												
9776	SW 127 Avenue	SW 42 Street to SW 56 Street	4 DV	D	2500	1309	D	0	D	2	1311	D
9778	SW 127 Avenue	SW 56 Street to SW 72 Street	4 DV	D	2520	1526	C	0	C	2	1528	C
9780	SW 127 Avenue	SW 72 Street to SW 88 Street	4 DV	D	2450	1537	D	0	D	6	1543	D
9106	SW 40/42 Street	SW 127 Avenue to HEFT	4 DV	E	4570	3627	C	6	C	13	3646	C
9272	SW 56 Street	SW 137 Avenue to SW 127 Ave.	4 DV	D	5080	2391	A	0	A	17	2408	A
9270	SW 56 Street	SW 127 Avenue to SW 117 Ave.	4 DV	D	3280	2495	C	2	C	12	2509	C
9659	SW 72 Street	SW 127 Avenue to SW 117 Ave.	4 DV	E+20%	4260	2612	D	0	D	11	2623	D
9660	SW 72 Street	SW 137 Avenue to SW 127 Ave.	4 DV	E+20%	3696	2241	D	1	D	6	2248	D
9746	SW 117 Avenue	SW 72 Street to SW 88 Street	4 DV	D	3200	2600	D	53	D	6	2659	D
Scenario 3: "Business and Office" (80,000 square feet retail shopping center)												
9776	SW 127 Avenue	SW 42 Street to SW 56 Street	4 DV	D	2500	1309	D	0	D	9	1318	D
9778	SW 127 Avenue	SW 56 Street to SW 72 Street	4 DV	D	2520	1526	C	0	C	8	1534	C
9780	SW 127 Avenue	SW 72 Street to SW 88 Street	4 DV	D	2450	1537	D	0	D	27	1564	D
9106	SW 40/42 Street	SW 127 Avenue to HEFT	4 DV	E	4570	3627	C	6	C	54	3687	C
9272	SW 56 Street	SW 137 Avenue to SW 127 Ave.	4 DV	D	5080	2391	A	0	A	75	2466	A
9270	SW 56 Street	SW 127 Avenue to SW 117 Ave.	4 DV	D	3280	2495	C	2	C	49	2546	C
9659	SW 72 Street	SW 127 Avenue to SW 117 Ave.	4 DV	E+20%	4260	2612	D	0	D	45	2657	D
9660	SW 72 Street	SW 137 Avenue to SW 127 Ave.	4 DV	E+20%	3696	2241	D	1	D	26	2268	D
9746	SW 117 Avenue	SW 72 Street to SW 88 Street	4 DV	D	3200	2600	D	53	D	27	2680	D

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources, Miami-Dade County Public Works and Waste Management Department and Florida Department of Transportation, July 2012.

Notes: DV= Divided Roadway;

* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity) for roadways serviced with mass transit having 20 minutes or less headways between the Urban Development Boundary (UDB) and the Urban Infill Area (UIA); E+50% (150% capacity) for roadways serviced with extraordinary mass transit inside the UIA.

Scenario 1 assumes the application site developed with 147,232 square feet of retail space under the proposed CDMP land use designation.

Scenario 2 assumes the application site developed with 130 single-family attached dwelling units under the requested CDMP land use designation.

Scenario 3 assumes the application site developed with 80,000 square feet of retail space with no residential development under the requested CDMP designation as documented in the applicant's proffered declaration of restrictions.

Future Conditions

The MPO's adopted *2013 Transportation Improvement Program* lists the following roadway capacity improvement projects for construction in fiscal years 2012-2017 within the study area (see table below).

Programmed Road Capacity Improvements Fiscal Years 2012/2012 – 2016/2017

Roadway	From	To	Type of Improvement	Fiscal Year
SW 107 Ave.	SW 12 Street	SW 4 Street	Add lanes	2015/2016
SR 821/HEFT	SW 184 St./Eureka Dr.	SW 88 St./Kendall Dr.	Widen to 8-, 12-lanes and reconstruct	2012/2013 2013/2014
SR 821/HEFT	SW 40 Street/Bird Road	SR 836/Dolphin Expy.	Add lanes and reconstruct	2016/2017
SR 821/HEFT	SW 8 Street		Interchange modification	2013/2014
SW 147 Ave.	SW 22 Terrace	SW 10 Street	New 2 lanes from SW 22 Ter. to SW 10 St.; Widening to 4 lanes from SW 18 St. to SW 10 St.	2012/2013

Source: 2013 Transportation Improvement Program, Miami-Dade County Metropolitan Planning Organization, May 17, 2012.

The MPO's adopted *2035 Miami-Dade Long Range Transportation Plan (LRTP)*, Cost Feasible Plan, lists a number of additional roadway capacity projects planned for construction within the study area. The "Planned Roadway Capacity Improvements" table below lists these planned Priority I and Priority IV improvement projects; construction of these projects are planned to be funded between 2012 and 2035.

Planned Roadway Capacity Improvements Fiscal Years 2012/2013 through 2034/2035

Roadway	From	To	Type of Improvement	Priority
SR 821/HEFT	US 1	I-595	Conversion to electronic tolling	I
SR 821/HEFT	SW 184 St./Eureka Dr.	SW 88 St./Kendall Dr.	Widen to 8-, 10-, 12-lanes plus auxiliary lanes	III
SR 874/Killian Parkway interchange	HEFT	SW 88 St./Kendall Dr.	Interchange; new toll plaza, ramp plaza;	I
SR 874/Don Shula Expressway	SW 88 St./Kendall Dr.	SR 826	Modification of SR 874 mainline	I
SR 874/Don Shula Expressway	SR 826	HEFT	Conversion to open road tolling	I
SW 127 Avenue	SW 88 Street	SW 120 Street	Widen to 4 lanes	I
SW 147 Avenue	SW 22 Terrace	SW 10 Street	Widen to 4 lanes (new 2 lanes)	I
SW 157 Avenue	SW 54 Terrace	SW 52 Street	Widen to 4 lanes (new 2 lanes)	I
SW 137 Avenue	SW 24 Street	SW 8 Street	Widen to 6 lanes (4 to 6)	II
SW 107 Avenue	SW 8 Street	Flagler Street	Widen to 6 lanes (4 to 6)	IV
SW 72 St./Sunset Dr.	SW 117 Avenue	SW 157 Avenue	Widen to 6 lanes (4 to 6)	IV
SW 157 Avenue	SW 8 Street	SW 42 Street	New 4 lanes/widen to 4 lanes	IV

Source: Miami-Dade 2035 Long Range Transportation Plan, Metropolitan Planning Organization for the Miami Urbanized Area, October 2009.

Notes: Priority I – Project improvements to be funded by 2014; Priority II – Project improvements planned to be funded between 2015 and 2020; Priority III – Project improvements planned to be funded between 2021 and 2025; and Priority IV – Projects planned to be funded between 2026 and 2035.

Future Conditions

A future (2035) traffic analysis was performed to evaluate the conditions of the major roadways adjacent to the application site and within the study area (impact area) to determine the adequacy of the roadway network to handle the application's traffic demand and to meet the adopted LOS standards applicable to the roadways through the year 2035.

The volume to capacity (v/c) ratio is a representation of the roadway volumes proportionate to the roadway capacity and is an expression of the roadway level of service. The correlation between roadway LOS and the v/c ratio is as follows:

- v/c ratio less than or equal to 0.70 is equivalent to LOS B or better;
- v/c ratio between 0.71 and 0.80 is equivalent to LOS C;
- v/c ratio between 0.81 and 0.90 is equivalent to LOS D;
- v/c ratio between 0.91 and 1.00 is equivalent to LOS E;
- v/c ratio of more than 1.00 is equivalent to LOS F.

Two potential development scenarios under the requested Business and Office land use designations were analyzed for future (2035) traffic condition. Scenario 1 assumes the application site developed with 147,232 sq. ft. shopping center—the maximum potential commercial development under the requested CDMP land use designation. Scenario 2 assumes the application site to be developed with 130 single-family attached dwelling units—the maximum potential residential development under the requested CDMP land use designation. Scenario 3, the 80,000 sq. ft. shopping center proposed by the applicant in the proffered declaration of restrictions, was not analyzed because the proposed covenant was submitted after the department had requested the MPO to perform the future conditions analysis.

The future traffic conditions analysis indicates that most of the roadways adjacent to and in the vicinity of the application site are projected to operate at acceptable levels of service, with or without the application's traffic impact, with the exception of some roadway segments on SW 24/26 Street, SW 40/42 Street, SW 72 Street, SW 88 Street, and SW 104 Street, which are projected to exceed their adopted LOS standard. However, the project traffic would not exceed 5% of the adopted maximum service volumes. See the "2035 Volume to Capacity (V/C) Ratios" table below.

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	No. of Lanes	Base Scenario		Scenario 1		Scenario 2	
			Without Application		Retail (147,232 sq. ft.)		Residential (130 single-family attached dwelling units)	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 8 Street								
SW 177 Ave. to SW 147 Ave.	C	4	0.54-0.58	B	0.53-0.58	B	0.55-0.59	B
SW 147 Ave. to SW 137 Ave.	D	6	0.89-1.06	D/F	0.90-1.06	D/F	0.91-1.06	E/F
SW 137 Ave. to SW 127 Ave.	D	6	0.82-0.99	D/E	0.82-0.99	D/E	0.83-1.0	D/E
SW 127 Ave. to HEFT	E	6	1.02-1.23	F	1.02-1.22	F	1.04-1.24	F
HEFT to SW 107 Ave.	E+20%	6	0.70-1.03	B/E+3%	0.70-1.03	B/E+3%	0.60-0.99	B/E
SW 107 Ave. to SW 87 Ave.	E+20%	8	0.65-0.85	B/D	0.65-0.84	B/D	0.66-0.85	B/D
SW 24/26 Street/Coral Way								
SW 147 Ave. to SW 137 Ave.	E+20%	4	0.76-1.09	C/E+9%	0.74-1.10	C/E+10%	0.76-1.12	C/E+12%
SW 137 Ave. to SW 127 Ave.	E+20%	4	0.85-1.10	D/E+10%	0.85-1.08	D/E+8%	0.89-1.09	D/E+9%
SW 127 Ave. to SW 117 Ave.	E+20%	4	0.92-1.55	E/E+55%	0.90-1.54	D/E+54%	0.93-1.56	E/E+56%
SW 117 Ave. to SW 107 Ave.	E+20%	4	0.74-0.99	C/E	0.73-0.99	C/D	0.74-0.99	C/E
SW 107 Ave. to SW 97 Ave.	E+20%	4	0.71-0.79	C	0.71-0.78	C	0.72-0.78	C
SW 40/42 Street/Bird Road								
SW 157 Ave. to SW 147 Ave.	D	4	0.63-1.02	B/F	0.63-1.02	B/F	0.65-1.03	B/F
SW 147 Ave. to SW 137 Ave	D	4	0.60-0.91	B/E	0.61-0.94	B/E	0.61-0.91	B/E
SW 137 Ave. to SW 127 Ave.	D	4	0.73-0.83	C/D	0.74-0.85	C/D	0.74-0.85	C/D
SW 127 Ave. to HEFT	E	4	0.91-1.32	E/F	0.91-1.32	E/F	0.91-1.30	E/F
HEFT to SW 107 Ave.	E	6	0.75-0.84	C/D	0.74-0.82	C/D	0.75-0.84	C/D
SW 107 Ave. to SW 97 Ave.	E	6	0.79-0.83	C/D	0.79-0.83	C/D	0.79-0.84	C/D
SW 56 Street/Miller Drive								
SW 152 Ave. to SW 147 Ave.	E+20%	4	0.38-0.55	B	0.40-0.56	B	0.40-0.56	B
SW 147 Ave. to SW 137 Ave.	D	4	0.83-0.96	D/E	0.83-0.94	D/E	0.84-0.95	D/E
SW 137 Ave. to SW 127 Ave.	D	4	0.89-1.12	D/F	0.88-1.10	D/F	0.87-1.09	D/F
SW 127 Ave. to SW 117 Ave	D	4	1.05-1.20	F	1.05-1.20	F	1.05-1.21	F
SW 117 Ave. to SW 107 Ave.	D	4	0.96-1.28	E/F	0.94-1.24	E/F	0.95-1.25	E/F
SW 107 Ave. to SW 97 Ave.	D	4	0.83-0.96	D/E	0.82-0.94	D/E	0.82-0.96	D/E
SW 72 Street/Sunset Drive								
SW 152 Ave. to SW 147 Ave.	E+20%	4	0.68-0.73	B/C	0.68-0.73	B/C	0.67-0.72	B/C
SW 147 Ave. to SW 137 Ave.	E+20%	4	0.52-0.79	B/C	0.52-0.79	B/C	0.52-0.78	B/C
SW 137 Ave. to SW 127 Ave.	E+20%	4	0.94-1.0	E	0.94-1.0	E	0.93-0.99	E
SW 127 Ave. to SW 117 Ave.	E+20%	4	1.03-1.11	E+3%/E+11%	1.02-1.12	E+2%/E+12%	1.02-1.10	E+2%/E+10%
SW 117 Ave. to SW 107 Ave.	E+20%	4	1.19-1.21	E+19%/E+21%	1.18-1.21	E+18%/E+21%	1.18-1.20	E+18%/E+20%
SW 107 Ave. to SW 87 Ave.	E+20%	4	1.01-1.08	E+1%/E+8%	1.01-1.09	E+1%/E+9%	1.01-1.08	E+1%/E+8%
SW 88 Street/Kendall Drive								
SW 167 Ave. to SW 152 Ave.	E+20%	6	0.42	B	0.42	B	0.42	B

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	No. of Lanes	Base Scenario Without Application		Scenario 1 Retail (147,232 sq. ft.)		Scenario 2 Residential (130 single-family attached dwelling units)	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 147 Ave. to SW 152 Ave.	E+20%	6	0.38-0.42	B	0.38-0.48	B	0.39-0.48	B
SW 147 Ave. to SW 137 Ave.	D	6	0.62-0.84	B/D	0.61-0.83	B/D	0.62-0.83	B/D
SW 127 Ave. to SW 117 Ave.	E+20%	8	0.91-1.26	E/E+26%	0.88-1.22	D/E+22%	0.89-1.24	D/E+24%
SW 117 Ave. to SW 107 Ave.	E+20%	6	1.0-1.07	E/E+7%	0.99-1.06	E/E+6%	1.05-1.08	E+5%/E+8%
SW 107 Ave. to SW 97 Ave.	E+20%	6	1.01-1.14	E+1%/E+14%	1.01-1.14	E+1%/E+14%	1.01-1.15	E+1%/E+15%
SW 104 Street								
SW 157 Ave. to SW 147 Ave.	E+20%	4	0.34-0.47	B	0.35-0.69	B	0.35-0.69	B
SW 147 Ave. to SW 137 Ave.	E+20%	4	0.51-0.80	B/C	0.51-0.79	B/C	0.51-0.81	B/D
SW 137 Ave. to SW 127 Ave.	E+20%	6	0.86-0.97	D/E	0.84-0.95	D/E	0.85-0.96	D/E
SW 127 Ave. to SW 117 Ave.	E+20%	6	1.13-1.56	E+13%/E+56%	1.11-1.13	E+11%/E+13%	1.12-1.54	E+12%/E+54%
SW 117 Ave. to SW 107 Ave.	E+20%	6	1.28-1.59	E+28%/E+59%	1.26-1.59	E+26%/E+59%	1.27-1.59	E+27%/E+59%
SW 107 Ave. to SW 95 Ave.	D	4	0.79-1.21	C/F	0.79-1.20	C/F	0.80-1.21	C/F
SW 157 Avenue								
SW 72 St. to SW 88 St.	E+20%	4	0.82-1.01	D/E+1%	0.81-1.01	D/E+1%	0.82-0.94	D/E
SW 88 St. to SW 112 St.	D	4	0.86-1.33	D/F	0.84-1.31	D/F	0.85-1.31	D/F
SW 147 Avenue								
SW 42 St. to SW 56 St.	E+20%	4	0.69-0.93	B/E	0.69-0.92	B/E	0.69-0.93	B/E
SW 56 St. to SW 72 St.	D	4	0.87-0.98	D/E	0.86-0.97	D/E	0.86-0.96	D/E
SW 72 St. to SW 88 St.	D	4	0.79-0.81	C/D	0.79-0.82	C/D	0.79-0.81	C/D
SW 88 St. to SW 104 St.	D	4	0.63-0.80	B/C	0.64-0.80	B/C	0.64-0.80	B/C
SW 137 Avenue								
SW 8 St. to SW 26 St.	E+20%	4	0.87-0.97	D/E	0.84-0.99	D/E	0.83-0.98	D/E
SW 26 St. to SW 42 St.	D	6	0.91-0.92	E	0.93	E	0.92-0.93	E
SW 42 St. to SW 56 St.	E+20%	6	0.97-1.08	E/E+8%	0.97-1.08	E/E+8%	0.98-1.10	E/E+10%
SW 56 St. to SW 72 St.	D	4	1.0-1.14	E/F	1.01-1.14	F	0.99-1.13	E/F
SW 72 St. to SW 88 St.	D	4	0.78-0.88	C/D	0.79-0.89	C/D	0.78-0.88	C/D
SW 88 St. to SW 104 St.	E	6	0.79-1.01	C/F	0.79-1.01	C/F	0.78-1.0	C/E
SW 127 Avenue								
SW 8 St. to SW 26 St.	D	4	0.68-1.09	B/F	0.68-1.09	B/F	0.68-1.10	B/F
SW 26 St. to SW 42 St.	D	2	1.06-1.26	F	1.06-1.26	F	1.08-1.29	F
SW 42 St. to SW 56 St.	D	4	0.74-0.89	C/D	0.71-0.88	C/D	0.72-0.87	C/D
SW 56 St. to SW 72 St.	D	4	0.98-1.27	E/F	0.99-1.28	E/F	0.96-1.25	E/F
SW 72 St. to SW 88 St.	D	4	0.95-0.98	E	0.95-0.99	E	0.94-0.98	E
SW 88 St. to SW 104 St.	D	4	0.79-0.91	C/E	0.79-0.91	C/E	0.79-0.91	C/E

2035 Volume to Capacity (V/C) Ratios

Roadway Segments	Adopted LOS Std ¹	No. of Lanes	Base Scenario	Scenario 1		Scenario 2		
			Without Application	Retail (147,232 sq. ft.)	Residential (130 single-family attached dwelling units)			
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
HEFT								
SW 8 St. to SW 40 St.	D	6	0.74	C	0.75	C	0.74	C
SW 40 St. to SW 88 St.	D	6	0.98	E	0.98	E	0.98	E
SW 88 St. to SR 874	D	6	0.76	C	0.76	C	0.77	C
SW 117 Avenue								
SW 8 St. to SW 24 St.	D	2	1.15	F	1.14	F	1.16	F
SW 40 St. to SW 72 St.	D	4	0.80-1.22	C/F	0.80-1.22	C/F	0.88-1.22	D/F
SW 72 St. to SW 88 St.	D	4	1.06-1.10	F	1.05-1.11	F	1.07-1.12	F
SW 88 St. to SW 104 St.	D	4	0.90-0.97	D/E	0.92-0.95	E	0.91-0.99	E
SW 107 Avenue								
SW 8 St. to SW 24 St.	E	6	0.90-1.12	D/F	0.90-1.11	D/F	0.90-1.11	D/F
SW 24 St. to SW 40 St.	E	4	0.90-0.95	D/E	0.90-0.95	D/E	0.90-0.95	D/E
SW 40 St. to SW 56 St.	E	4	0.69-0.81	B/D	0.69-0.81	B/D	0.67-0.79	B/C
SW 56 St. to SW 72 St.	E	4	0.78-0.91	C/E	0.78-0.91	C/E	0.76-0.90	C/D
SW 72 St. to SW 88 St.	E	4	1.07-1.09	F	1.09-1.10	F	1.07-1.09	F
SW 88 St. to SW 104 St.	D	4	0.72-0.93	C/E	0.73-0.93	C/E	0.72-0.93	C/E
SW 97 Avenue								
SW 8 St. to SW 24 St.	D	2	0.98-1.05	E/F	0.97-1.05	E/F	0.99-1.06	E/F
SW 24 St. to SW 40 St	D	2	0.91-1.0	E	0.92-1.0	E	0.92-1.01	E/F
SW 40 St. to SW 56 St.	D	2	0.60-0.83	B/D	0.59-0.83	B/D	0.60-0.84	B/E
SW 56 St. to SW 72 St.	D	2	0.68-0.81	B/D	0.67-0.81	B/D	0.69-0.82	B/D
SW 88 St. to SW 112 St	D	2	0.84-0.95	D/E	0.84-0.95	D/E	0.87-0.96	D/E
SR 874/Don Shula Expy.								
SR 878 to SW 112 St.	E+20%	8	0.76	C	0.74	C	0.74	C

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Metropolitan Planning Organization, July 2012.

Notes: ¹ Minimum Peak-period operating Level of Service (LOS) standard for State and County roadways.

² Volume-to-Capacity (v/c) ratio, which is the ratio of the number of vehicles using the road to the road capacity. The V/C model output is expressed using daily volumes.

Application Impact

The “Estimated Peak Hour Trip Generation” identifies the estimated number of PM peak hour vehicle trips that would be generated by the three development scenarios analyzed in the Concurrency Analysis: Scenario 1 for the 147,232 square feet of retail space (shopping center); Scenario 2 for the 130 single-family attached dwelling units; and Scenario 3 for the 80,000 square feet of retail space (based on the proffered declaration of restrictions). Scenario 1 is estimated to generate approximately 533 more PM peak trips, Scenario 2 is estimated to generate approximately 72 more PM peak trips and Scenario 3 is estimated to generate approximately 317 more PM peak trips than the potential development that can occur under the current CDMP land use designation.

Pursuant to Miami-Dade County Concurrency Management System, the roadways adjacent to the application site that were analyzed were found to operate at acceptable levels of service during the PM peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the application traffic.

The future conditions analysis determined that some of the roadways analyzed are projected to exceed their adopted LOS by the year 2035, without the application traffic, and will further deteriorate with the application traffic, but traffic impact is less than 5% of the adopted maximum service volumes.

Applicant's Transportation Analysis

The applicant submitted the *CDMP Amendment Transportation Analysis for the April 2012 CDMP Amendment Application No. 3 (July 2012)* prepared by Cathy Sweetapple & Associates Transportation and Mobility Planning for Pan American Companies, Inc. The transportation analysis report, evaluated the impacts resulting from the requested CDMP Land Use Plan map changes based on the applicant's proffered Declaration of Restrictions limiting development on the application site to 80,000 square feet of commercial (retail) space with no residential development on the requested “Business and Office” land use designation.

The transportation analysis report evaluated the transportation impacts for two planning horizons, a short-term (Year 2017) and a long-term (Year 2025) planning horizons. The report's study area (area of influence) is bound on the north by SW 24/26 Street, on the east by SW 107 Avenue, on the south by SW 88 Street, and on the west by SW 147 Avenue. The resulting trip generation calculation revealed that 80,000 square feet of commercial (retail) space would generate approximately 411 net external PM peak hour vehicle trips.

Arterial LOS analyses were performed for concurrency condition (Year 2017) as well as future conditions (Year 2025). The report's concurrency analysis, which accounts for existing traffic, previously approved committed development traffic, plus traffic from the application site, indicates that the roadways adjacent to the application site have available capacity to handle the additional traffic that would be generated by the application, and the roadways will continue to operate at acceptable levels of service. The long-term traffic analysis indicates that the roadway network will meet their adopted LOS standards through the year 2025. The report's Year 2025 transportation analysis considered the programmed transportation infrastructure funded in the 2013 TIP and the planned transportation projects funded and listed in the Priorities II and III of the 2035 LRTP. In addition, the 2035 analysis included the future background conditions reflecting growth, traffic from approved development not yet built and the application's traffic impact. The transportation consultant performed a significance determination analysis to ensure that those roadways projected to operate in violation of their adopted LOS standards are not significantly impacted by the application traffic. The significant impact analysis found that the

application trips would not exceed 5% of the adopted maximum service volume at the adopted LOS standard. An Executive Summary of the transportation report is provided in Appendix D of this report.

Miami-Dade County Public Works and Waste Management Department staff reviewed the July 2012 CDMP Transportation Analysis report and indicated that they do not have any significant issues with the report. However, PWWM staff recommends that for the background growth methodology, the estimated growth rate of 0.77% be used instead of the halved rate of 0.39 because background growth is expected to occur over long periods of time. Therefore, the estimated 0.77% growth rate should be used without any reduction. Alternatively, lower rate should be use only on roadways with significant amount of committed trips. In addition, PWWM staff requires that specific documents be provided to support the traffic data used in the Project Distribution and Significance Determination and Year 2025 Total Traffic Conditions on Study Area Roadways tables. It is advised that the transportation consultant meet with County staff to address these concerns prior to final approval of the subject application. County staff will continue to work with the applicant and with the transportation consultant in order to address these comments.

Transit

Existing Service

The application site and surrounding areas are currently served by Metrobus Route 56. The service frequencies of these routes are shown in the “Metrobus Route Service Summary” Table below.

Metrobus Route Service Summary								
Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (Midday)	Evenings (After 8pm)	Overnight	Saturday	Sunday		
56	60	60	n/a	n/a	n/a	n/a	0.00	L

Source: 2012 Transit Development Plan, Miami-Dade Transit (July 2012 Line Up).

Notes: 'L' means Metrobus local route service

Future Conditions

A reduction in transit service is being planned within the next ten years as noted in the 2022 Recommended Service Plan within the 2012 Transit Development Plan. Miami-Dade Transit will discontinue Metrobus Route 56 service for the segment along SW 117 Avenue to Miami-Dade College beginning in FY 2013.

Major Transit Projects

No major transit improvements to the existing system in the immediate area are being planned for the next ten years as noted in the draft 2012 TDP.

Application Impacts

A preliminary analysis was performed in the Traffic Analysis Zones (TAZ) where the application was requested. The application is located in TAZ 928 and, if granted, the expected transit impact will be absorbed by the existing transit in the area.

Consistency Review with CDMP Goals, Objectives, Policies, Concepts and Guidelines

The following CDMP goals, objectives, policies, concepts and guidelines would be furthered if the proposed land use amendment is approved:

- LU-2A. All development orders authorizing new, or significant expansion of existing, urban land uses shall be contingent upon the provision of services at or above the Level of Service (LOS) standards specified in the Capital Improvements Element (CIE).
- TC-1D. Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the Level of Service standards contained in Policy TC-1B, except as otherwise provided in the "Concurrency Management Program" section of the Capital Improvements Element.

The following CDMP goals, objectives, policies, concepts and guidelines would be impeded if the proposed land use amendment is approved:

- LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.
- LU-1E. In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of the "Guidelines for Urban Form" contained in the "Interpretation of The Land Use Plan Map" text adopted as an extension of these policies.
- LU-4A. When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- LU-4C. Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.
- LU-4D: Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements.
- LU-5B. All development orders authorizing a new land use or development, or redevelopment, or significant expansion of an existing use shall be contingent upon an affirmative finding that the development or use conforms to, and is consistent with the goals, objectives and policies of the CDMP including the adopted LUP map and accompanying "Interpretation of the Land Use Plan Map". The Director of the Department of Planning and Zoning shall be the principal administrative interpreter of the CDMP.

- LU-8B. Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations.
- LU-8E. Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:
- iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and
- CHD-4A. Promote increased production and expand the availability of agricultural goods and other food products produced in Miami-Dade County.

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